# Railway/Highway Crossing Program
## Statewide Criteria

The following briefly describes the process used to prioritize project submittals for potential funding under the Washington State Railway/Highway Crossing Program.

The priority matrix is the first of two basic screening processes to prioritize and select projects for funding under the Railway/Highway Grade Crossing Improvement program. Based upon the information provided by the project proponent on each of the crossing elements, an initial ranking of potential projects is generated. From this initial ranking, the top projects are field reviewed for final prioritization. Field reviews will be performed by the *Rail Crossing Diagnostic Review Team*, which is made up of representatives from the WSDOT H&LP Service Center, WSDOT Rail Office, WSDOT Region Local Programs, WUTC, the affected Railroad, and the affected agency.

At the time of the field review, the entire project will be evaluated and the various elements discussed. The Rail Crossing Diagnostic Review Team may, for example, determine that a proposed crossing closure does not effectively reduce accident potential or enhance a consolidation effort and remove those points; or it may determine that truck traffic currently uses a different route so that the proposed crossing no longer warrants the heavy truck traffic points. It may also affirm or add points based on the various elements noted in the field review matrix such as bike or pedestrian traffic.

After the Diagnostic Review Team reviews the project, the application points and field review evaluation will determine the final ranking of projects for recommendation to the WSDOT Assistant Secretary for Highways & Local Programs.

The maximum amount of federal participation per crossing is $250,000. The match requirements are waived under TEA-21.

| **Summary of Evaluation Criteria:** | **Weight** |
|---|---|
| Exposure Factor | 8 Maximum |
| Accidents | 10 Maximum |
| Crossing Closure | 10 Maximum |
| Routes | 30 Maximum |
| Roadway Items | 10 Maximum |
| Railroad Items | 20 Maximum |
| Sight Distance | 9 Maximum |
| Crossing Angle | 8 Maximum |
| **Total Points** | **105 Maximum** |

| **Exposure Factor** | **8 Maximum** |
|---|---|
| Exposure factor based on traffic volumes on the rail line and crossing roadway (vehicles per day x trains per day) | |
| • Factors greater than 10,000 | **8** |
| • Factors between 9.999 and 5,000 | **4** |
| • Factors under 5,000 | **0** |

| **Accidents (within the last five years)** | **10 Maximum** |
|---|---|
| • Fatality or | **10** |
| • Injury or | **6** |
| • Property Damage Only (PDO) or | **2** |
| • No accidents | **0** |

# Railroad/Highway Crossing Improvement Program
## Statewide Criteria

| **Crossing Closure** | **10 Maximum** |
|---|---|
| • Proposed closure of a crossing, either stand alone or as a part of a crossing consolidation effort | **10** |
| • No closure of a crossing | **0** |

| **Routes** | **30 Maximum** |
|---|---|
| • Crossing is located where significant hazardous materials cross the tracks either via railroad or highway (items such as corrosive, ignitable, reactive, explosive or toxic) | **10** |
| • Bicycle/pedestrian use | **5** |
| • Truck route (15% or more truck traffic) | **5** |
| • Bus route (Commercial or School) | **10** |

| **Roadway Items** | **10 Maximum** |
|---|---|
| • Traffic signal within 200 feet of crossing or inadequate vehicle storage for those waiting for a train to pass | **5** |
| • Poor crossing grade (truck/trailer combination can high center, measure using the string method) | **5** |

*It should be noted that the 200 feet rule may be extended, with points allowed for crossings with signals more than 200 feet away, if it can be determined that traffic backups from the traffic signal exceed that distance and create a hazard as a result.*

| **Railroad Items** | **20 Maximum** |
|---|---|
| • Passenger trains on the rail line | **10** |
| • If the regulated train speed (per WUTC) is between 0 to 25 miles per hour | **5** |
| • Any recorded near misses by railroad or law enforcement personnel | **5** |

| **Sight Distance** | **9 Maximum** |
|---|---|
| • Sight distance less than the appropriate design distance, considering speeds and stopping requirements (see LAG Manual, Chapter 32) | **9** |
| • Adequate sight distance | **0** |

| **Crossing Angle** | **8 Maximum** |
|---|---|
| The number of tracks and the roadway crossing angle (measured from parallel to the rail line) is considered. | |
| • 45 degrees or less on more than one set of tracks | **8** |
| • 60 degrees or less on more than one set of tracks | **6** |
| • 75 degrees or less on more than one set of tracks | **4** |
| • 45 degrees or less on single sets of tracks | **6** |
| • 60 degrees or less on single sets of tracks | **4** |
| • 75 degrees or less on single sets of tracks | **2** |